



# SR 303 Corridor Study

Stakeholder Advisory Group Meeting #2

September 18, 2019



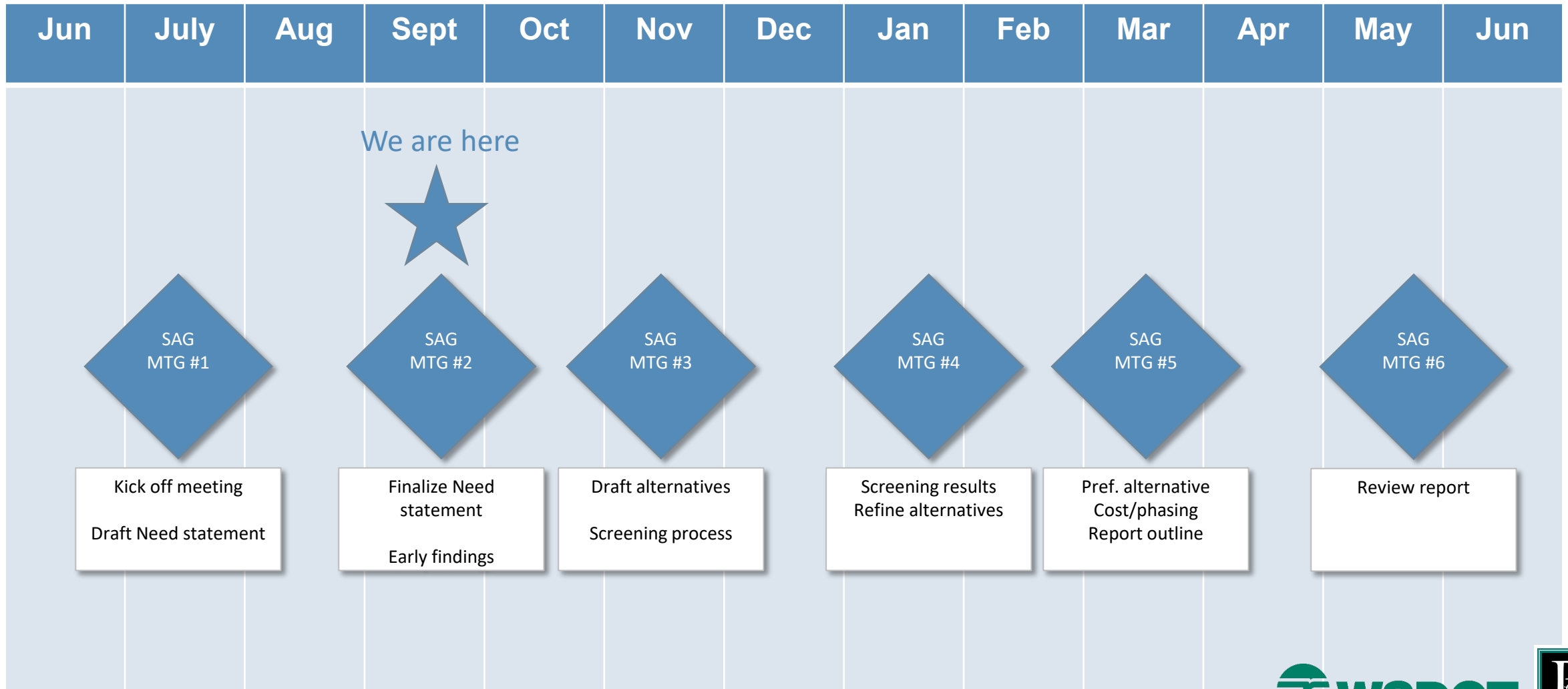
# Agenda

- Introductions
- Open House Summary
- Need Statement
- Economic Assessment
- Future Traffic Operations
- Metrics & Targets
- Next Steps

## Study purpose and success

- Use the practical solutions approach to identify short, medium, and long term improvements along the corridor that can meet the project needs.
- Success includes reaching concurrence about corridor needs, identification of phased solutions, development of a long term plan including potential funding opportunities

# Stakeholder advisory meeting schedule





## Public Open House

### Participation

Over 50 participants

### Themes

Safety

Accessibility & Mobility

Aesthetics

### Need Statement

No recommended changes

# Draft project need

Livability, safety, and economic vitality are common areas for improvement highlighted by the City, Kitsap County, the State, the public, and business owners along the SR 303 corridor. These higher-level categories of improvement were considered by the project team and were broken into more measurable needs with specific performance gaps.

## **Improve corridor safety**

*Existing data shows multiple serious injury accidents and two fatalities along the SR 303 corridor in the last 5 years. Based on the State's Target Zero goal, as shared by the city and county, and the community's desire to improve safety there is a need to reduce crash potential in the study area.*

## **Improve corridor reliability**

*SR 303 provides a direct connection to downtown Bremerton, the Washington State ferries, and the Naval Shipyard. The SR 303 corridor needs to provide reliable travel time for people delivering goods, traveling to work, accessing the ferries, and trying to reach service facilities. People have noted that their travel times can vary considerably from one day to the next and that travel planning can be difficult. Travel time reliability needs to be improved for all modes along the corridor.*

## **Improve pedestrian and bicycle connectivity**

*The SR 303 corridor lacks consistent, delineated pedestrian and bicycle connectivity both along and across the corridor. This lack of connectivity discourages walking and biking and creates possible safety issues. Increased levels of connectivity improve safety, equity, are associated with higher levels of physical activity, and improve health by increasing access to health care, goods and services, thereby helping the City meet their goal of improved livability. Pedestrian and bicycle connectivity improvements are needed to improve accessibility to transit facilities for improved transit usage along the corridor.*

## **Increase economic investment**

*The SR 303 corridor is essential to the economic vitality of the region. The existing corridor bisects the community, negatively impacting quality of life, and effecting economic investment. To meet the City and County's growth targets and goals for attracting more businesses and mixed-use development to the corridor, transportation improvements that help spur future investments are needed.*

## **Improve access to transit**

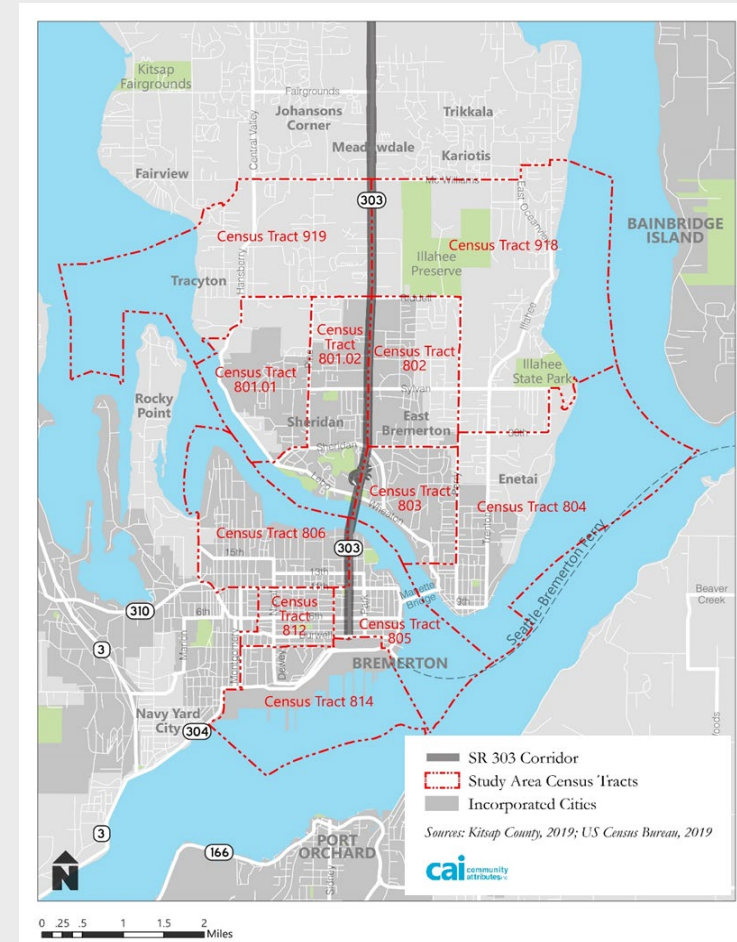
*Kitsap County and the City of Bremerton are expected to experience significant growth in the next 20 years. To meet future needs of the public, Kitsap Transit has identified the SR 303 corridor as its primary high capacity transit corridor for the future. Better non-motorized access to transit facilities as well improved transit speed and reliability are needed to provide sustainable transit operations, improve regional connectivity, and attract new riders.*



# Developer/owner interviews

## 5 interviews with key stakeholders:

- Real estate developers (Sound West Group, Trent Development, Dobler Management Company)
- Economic developers (Kitsap Economic Development Alliance, Puget Sound Regional Council)
- Local property owners



# Developer/owner interviews

## **Aurora Corridor (SR 99) Private Economic Investment** since project completion in 2015:

- Millions of square-feet of new and redeveloped multi-family residential and commercial development with a valuation of \$318.6 million (as of January 2019).
- 1,290 new units of multi-family housing, with 379 units of affordable housing (as of April 2018).
- Another 643 units of multi-family units (177 affordable) in the permit or pre-permit process (as of April 2018).





# City Development Strategy

Bremerton's development policies and strategies have adapted to meet the needs of corridor including:

- A strong vision for the corridor as described in the City's Comprehensive Plan.
- A study to determine the vision and market needs for the East Side Employment Center (post Harrison)
- Affordable housing workshops held by the Council & Planning Commission
- Recent code changes to encourage mixed use and residential development, such as allowing residential on the ground floor of developments.

# Economic Assessment

## Industry and Employment:

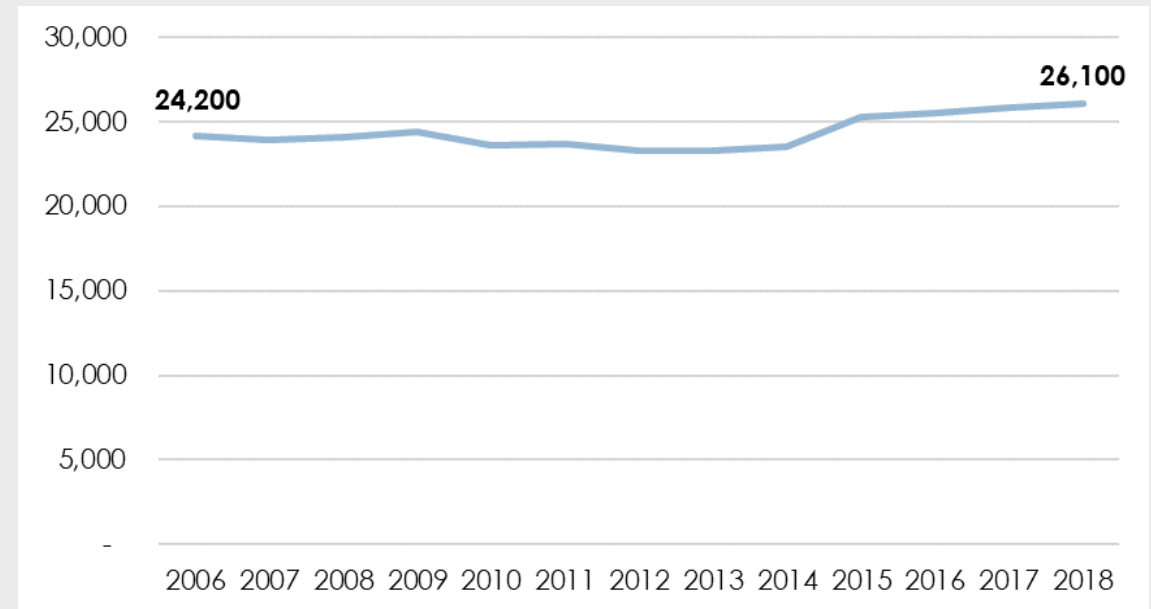
Employment change per year on average from 2006 to 2018:

Study corridor area: 0.6%

Countywide: 0.5%

Region: 1.4%

## Study Area Employment, 2006 – 2018



Sources: Puget Sound Regional Council, 2019; Community Attributes, 2019.

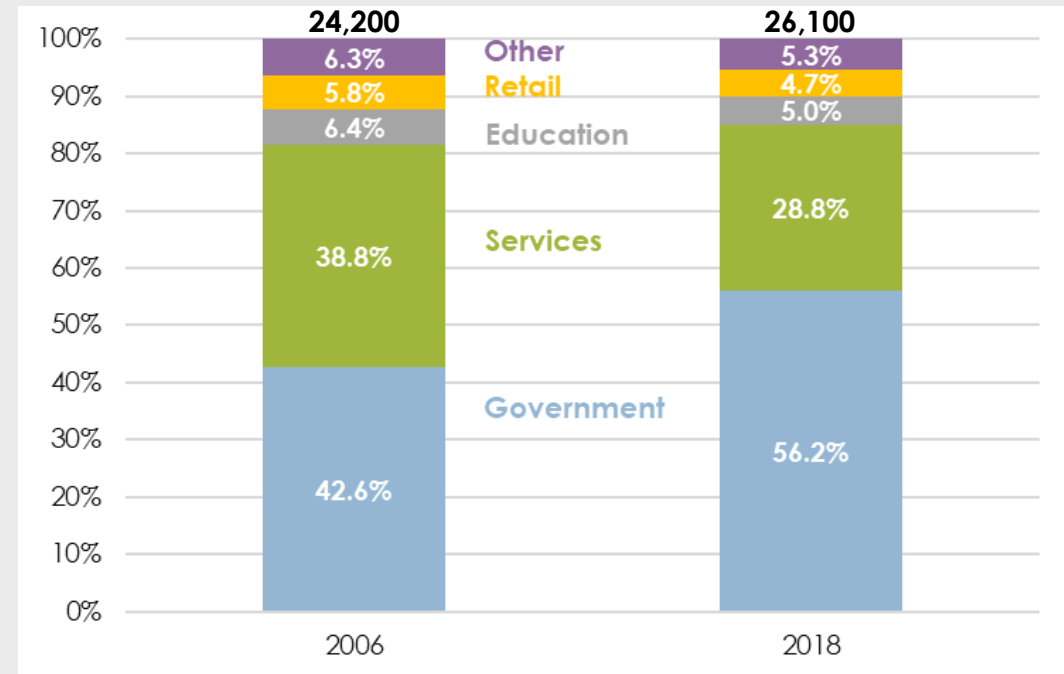
Note: PSRC covered employment estimates do not include estimates of military personnel.

# Economic Assessment

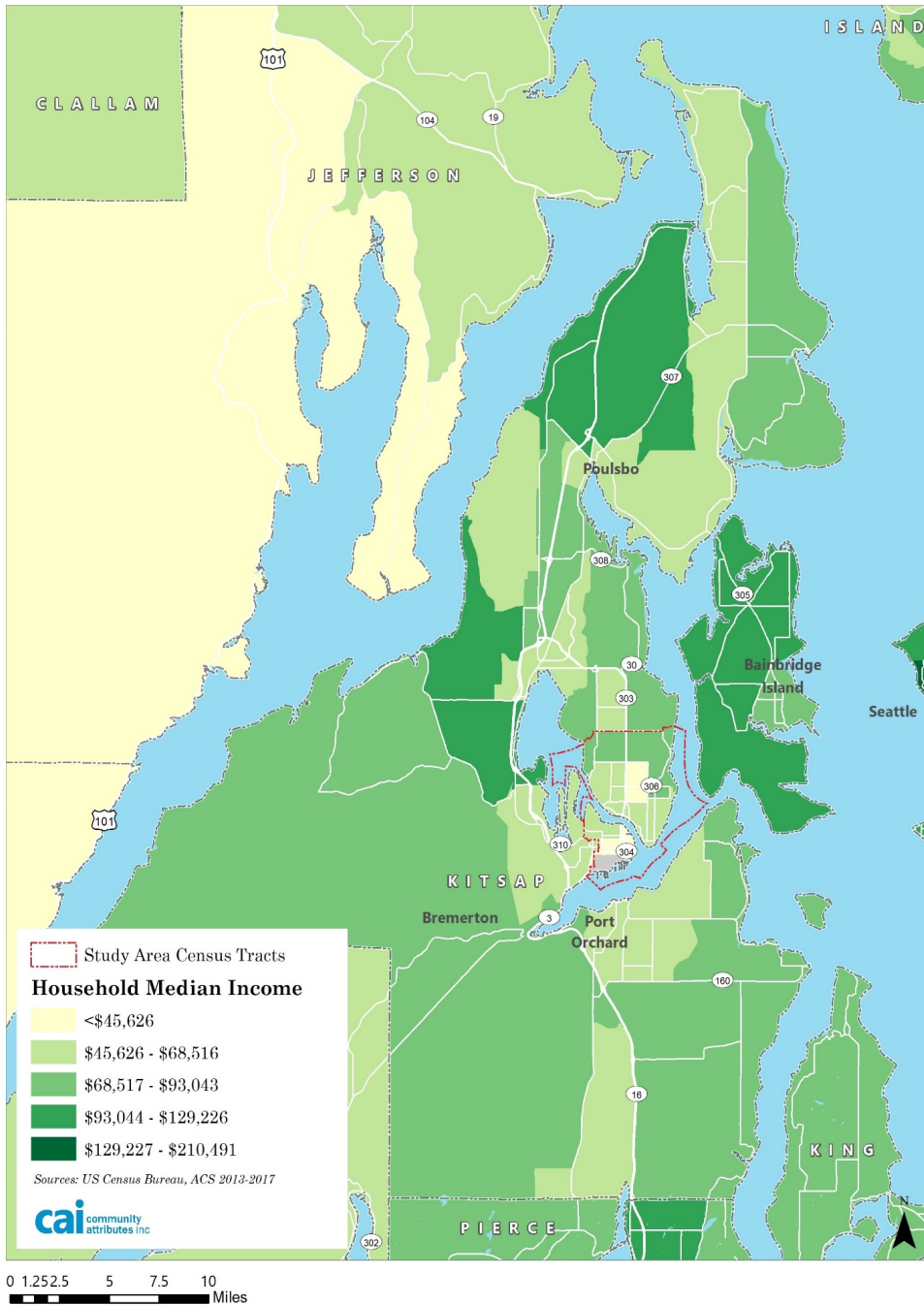
## Industry and Employment:

In 2018, over 56% of total employment in the study area was concentrated in the government sector with another 29% in the services industry.

## Study Area Employment Share by Industry, 2006 & 2018



Sources: Puget Sound Regional Council, 2019; Community Attributes, 2019.



# Economic Assessment

## Population

Population change per year on average from 2000 to 2018:

Study corridor area: 0.9%

Countywide: 0.8%

Region: 1.3%

## Income

Median income in the study area is mostly below Kitsap County median income of \$68,400.

## Educational Attainment

Bachelor's degree or higher:

Study corridor area: 23%

Countywide: 32%

Region: 41%

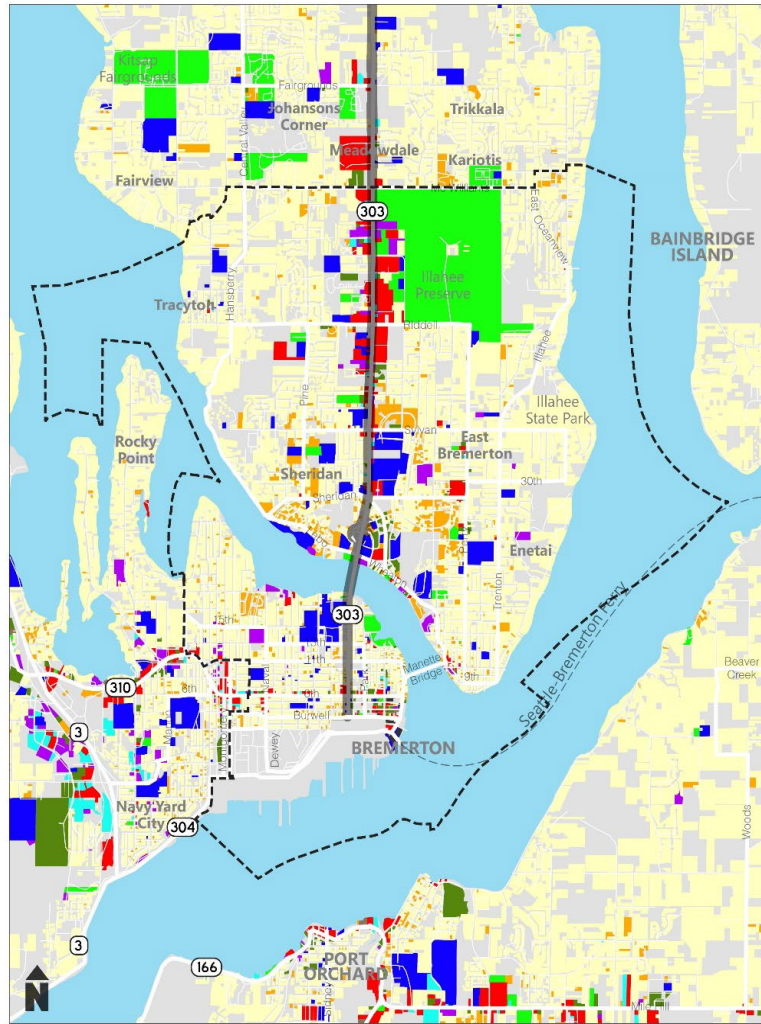
# Economic Assessment

## Land Use & Real Estate

The office, retail and multifamily housing markets have recovered from the Great Recession.

Markedly increased lease rates (prices) combined with declining vacancy trends recently across all three categories.

Indicates substantial investment activity in the study area and a tightening supply of product.



0 0.25 0.5 1 1.5 2 Miles

Study Area Census Tracts Boundary

- SR 303 Corridor
- Single-Family Residential
- Multifamily Residential
- Auto-Oriented
- Commercial
- Recreation / Entertainment
- Institutional
- Office & Medical
- Industrial
- Hotel / Motel
- Transportation
- No Data

Sources: Kitsap County, 2019; US Census Bureau, 2019

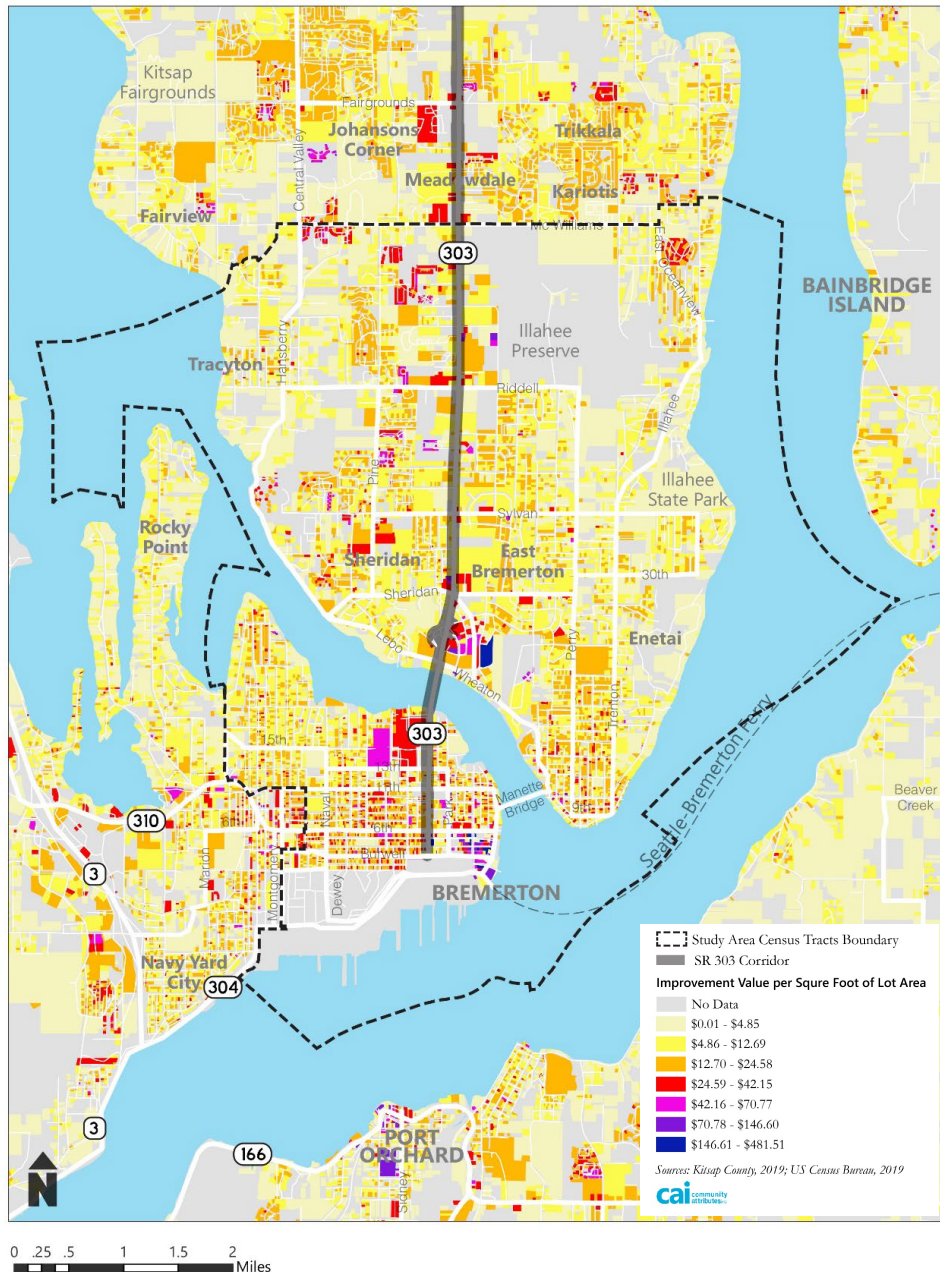


# Economic Assessment

## Redevelopment Potential

Proxy for the economic surplus of land - The lower the ratio, the greater the surplus – and the greater the opportunity may be for redevelopment of that land.

In the study area corridor, numerous pockets of lower improvement values exist – such as between Sheridan and Riddell Rds. – indicating where redevelopment or new development potential may exist.



# Economic Assessment

## **Opportunities for SR 303 Improvements**

- Enhance the ability of the City of Bremerton to recruit new companies to diversify the local economy.
- Increase the attractiveness of the study area as a place to live and attract new residents.
- Substantial inventory of vacant or redevelopable parcels along the corridor.

# Traffic Forecasts

Kitsap County travel demand model and PSRC's adopted land use estimates

Assumes about 8,000 new homes and 20,000 new jobs

Traffic estimated to grow by about 16% citywide by the year 2030 and 30% by the year 2040



# Transit

- There are 9 routes that touch the SR 303 corridor
- Monthly ridership ranges from over 19,000 on Rt 217 down to just over 1,100 on Rt 223
- East Bremerton Transit Center is served by 5 routes
- Wheaton Way Transit Center scheduled to open in 2019/2020





# Bikes and Pedestrians



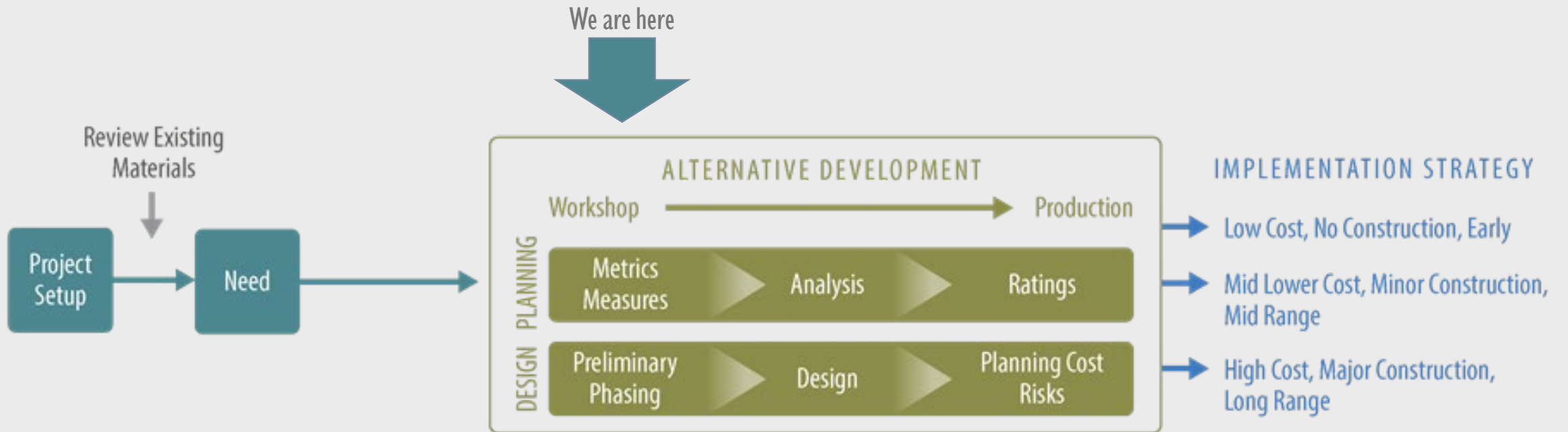
- Ped/bike volumes taken as part of recent peak hour traffic counts.
- Pedestrian volumes overall are low:
  - 50 peds crossing SR 303 at Olympic College
  - 30-50 peds crossing SR 303 at south end (Burwell, 4th, 5th, 6th)
  - 20 peds crossing SR 303 at Sylvan and Furneys
  - Peds crossing at remaining intersections were low (5-15 peds)
- Bicycle volumes along the corridor were negligible
- One-hour count taken as part of potential Warren Avenue Bridge project
  - 36 pedestrians, 1 bicycle on Tuesday, June 16, 2015



# Traffic Operations

See attachments

# Approach



# Metrics & Measures

Metric	Measure	Target
Pedestrian Crossings	Crossings per mile	TBD – need to discuss a good measure
Access points	Access points/mile	TBD – need to discuss a good measure
Person travel time (by mode)	Person minutes	?
Intersection Delay	Average delay (seconds/veh)	(LOS D)
ADA Compliance	# of curb ramps	0
Pedestrian/bicycle gaps	Miles of gap	0
On time transit performance	% on-time	100%
Crash rate	Crashes per million vehicle miles traveled or million entering vehicles	Zero fatalities Less than No Build serious injury
Economic value by property type	\$/SF Land	Improve over No Build

## Next steps

Continue to develop and refine alternatives

Evaluate alternatives using metrics/measures

Preliminary screening to a refined set of specific alternatives

Next meeting on October 31, 2019

# Q&A

